

## **FINAL**

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on July 17, 2002 by Charles Solis, Chairperson.

PRESENT: Ted Halsey  
Jan Hubbell  
Richard Kilmer  
Robert Schultz  
Charles Solis

ABSENT: John Diefenbaker  
Eric Grinnell

Also present: Lt. Robert Rossman, Troy Police Department  
John Abraham, Traffic Engineer  
Lt. Robert Matlick, Fire Department

and Item 9 Dale Garrett, 5877 Livernois, Suite 103, Troy

### **2. Minutes – June 19, 2002**

Motion by Kilmer  
Seconded by Schultz

To approve the June 19, 2002 minutes as printed--with one addition to Item 9, Public Hearing. Mr. Schultz wants added to the minutes the fact that he asked whether Victor DeFlorio had signed an Agreement for Irrevocable Petition for Sidewalks for Rhode Island Drive, and was assured by staff that he had.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

### **Motion to Excuse**

Motion by Halsey  
Seconded by Kilmer

To excuse Mr. Grinnell and Mr. Diefenbaker.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

### **PUBLIC HEARINGS**

#### **3. Request for Sidewalk Waiver – 6758 Barabeau**

Mike Johnson is requesting a waiver for the sidewalk at 6758 Barabeau. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for irrevocable Petition for Sidewalks."

*The Public Hearing was declared open.*

No one wished to be heard.

*The Public Hearing was declared closed.*

#### **RESOLUTION #2002-7**

Motion by Kilmer

Seconded by Schultz

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Mike Johnson has requested a temporary waiver of the requirement to construct a sidewalk on the property because Barabeau is already developed with no sidewalks existing.

WHEREAS, the Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a two-year waiver of the sidewalk requirement for the property at 6758 Barabeau, which is owned by Mike Johnson.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**4. Request for Sidewalk Waiver – 1770 Hartshorn**

Olympus Corporation is requesting a waiver for the sidewalk at 1770 Hartshorn. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks." Petitioner states that trees, ditch and catch basin are in the way of the potential sidewalk area.

*The public hearing was declared open.*

No one wished to be heard.

*The public hearing was declared closed.*

The Traffic Engineer presented aerial photographs of the area. The waiver requests this month include three contiguous parcels on Hartshorn. There are no sidewalks adjacent to these three parcels; however, the sidewalk starts again four parcels to the north.

Committee members also felt that to complete sidewalks in a street, it should start somewhere and that this three-parcel piece of sidewalk will be a good start.

**RESOLUTION #2002-8**

Motion by Hubbell

Seconded by Schultz

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Olympus Corporation has requested a temporary waiver of the requirement to construct a sidewalk because Hartshorn is already developed with no adjacent sidewalks existing, and

WHEREAS, the Traffic Committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee **denies** a waiver of the sidewalk requirement for the property at 1770 Hartshorn, which is owned by Olympus Corporation.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**5. Request for Sidewalk Waiver – 1778 Hartshorn**

Olympus Corporation is requesting a waiver for the sidewalk at 1778 Hartshorn. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks." Petitioner states that trees, ditch and catch basins are in the way of the potential sidewalk area.

*The public hearing was declared open.*

No one wished to be heard.

*The public hearing was declared closed.*

The Traffic Engineer presented aerial photographs of the area. The waiver requests this month include three contiguous parcels on Hartshorn. There are no sidewalks adjacent to these three parcels; however, the sidewalk starts again four parcels to the north.

Committee members also felt that to complete sidewalks in a street, it should start somewhere and that this three-parcel piece of sidewalk will be a good start.

**RESOLUTION #2002-9**

Motion by Schultz

Seconded by Hubbell

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Olympus Corporation has requested a temporary waiver of the requirement to construct a sidewalk because Hartshorn is already developed with no adjacent sidewalks existing. and

WHEREAS, the Traffic Committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee **denies** a temporary one-year waiver of the sidewalk requirement for the property at 1778 Hartshorn, which is owned by Olympus Corporation.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**6. Request for Sidewalk Waiver – 1786 Hartshorn**

Olympus Corporation is requesting a waiver for the sidewalk at 1786 Hartshorn. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks." Trees, ditch, and catch basin are in the way of the potential sidewalk area.

*The public hearing was declared open.*

No one wished to be heard.

*The public hearing was declared closed.*

The Traffic Engineer presented aerial photographs of the area. The waiver requests this month include three contiguous parcels on Hartshorn. There are no sidewalks adjacent to these three parcels; however, the sidewalk starts again four parcels to the north.

Committee members also felt that to complete sidewalks in a street, it should start somewhere and that this three-parcel piece of sidewalk will be a good start.

**RESOLUTION #2002-10**

Motion by Hubbell

Seconded by Schultz

WHEREAS, City of Troy Ordinances, Chapter 34, Section 8 (D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Olympus Corporation has requested a temporary waiver of the requirement to construct a sidewalk because Hartshorn is already developed with no adjacent sidewalks existing, and

WHEREAS, the Traffic Committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee **denies** a waiver of the sidewalk requirement for the property at 1786 Hartshorn, which is owned by Olympus Corporation.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

### **REGULAR BUSINESS**

Motion by Hubbell  
Seconded by Schultz

To take Item 9 out of order.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

#### **9. Revise Fire Lanes at 4770 Rochester Road.**

Lt. Matlick feels that the present parking arrangement at 4770 Rochester Road does not allow sufficient space for access by emergency vehicles. He would like to see two handicap spaces on the south side, two in the center and at least one on the north side removed and posted as fire lanes, and the north side driveway should also be posted.

The Troy Fire Department requests establishment of fire lanes at 4770 Rochester Road. Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Dale Garrett addressed the committee, and expressed concerns that the building already has fewer parking spaces than ordinarily required by City Ordinances. Taking away six more would place the building even more out of compliance. Lt. Matlick thought a compromise could be worked out to ensure safety for the building occupants and still provide for sufficient parking.

Motion by Halsey  
Seconded by Schultz

Recommend that the fire lanes/tow away zones be established at 4770 Rochester Road in accordance with plans to be worked out between the Fire Department and Mr. Garrett.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

7. **Install NO LEFT TURN Signs from the Shell Gas Station (SE Corner) onto Rochester Road at Wattles Road.**

Our annual review of high crash locations indicated that there are a number of crashes related to left turns from the gas station onto Rochester Road. These crashes also resulted in a number of injuries, since a considerable number were "broadside" crashes.

In 2000 there were 12 crashes related to the two Shell gas station drives, out of which 10 were angle or broadside crashes, two involving injuries. In 2001, there were 15 angle crashes, including 3 that involved injuries. More than 80% of these crashes in 2000 and 2001 occurred between 7:30 a.m. and 6:30 p.m.

The intersection of Rochester and Wattles is one of the busier intersections in the City, carrying around 60,000 vehicles in a day. This intersection is also in the top ten high-crash locations for 2000 and 2001. As can be seen in the intersection aerial photograph, the first driveway of the gas station is 54 feet south of Wattles, while the second driveway is 160 feet south of Wattles. The left turn lane for northbound Rochester to Wattles is around 200 feet, which means that a vehicle turning left from the gas station has to cross three lanes of traffic before turning onto the southbound lanes.

Attached are copies of all the individual crash diagrams drawn by the police officers on the crash reports. It can be seen that more than 95% of all angle crashes happened in the center lane, when two lanes of northbound traffic stop to let the vehicle out of the driveway, and a vehicle in the left turn center lane who cannot see the vehicle trying to make the left turn collides broadside. Since the northbound vehicles are stopped to let the left turn vehicle exit, this vehicle also has little chance of seeing vehicles in the center lane approaching the intersection. This crash trend can be attributed both to the left turning vehicle taking high risk and the vehicles in the center lane approaching at high speeds.

The committee felt that the crash history was more than sufficient to recommend prohibiting left turns from this gas station.

Motion by Schultz  
Seconded by Kilmer

Recommend installing NO LEFT TURN Signs from the Shell Gas Station (SE Corner) onto Rochester Road at Wattles Road.

YEAS: 5

NAYS: 0

ABSENT: 2

### MOTION CARRIED

The Traffic Engineer also presented a new concept to prevent center lane crashes similar to the experience at this intersection. He was approached by a supplier of flexible poles that rebound on impact. These poles do not damage the vehicles if they are run over and spring back up after the vehicle passes over. This provides a very effective physical and psychological barrier if installed along the double yellow lines south of the intersection. This will reinforce the left turn prohibition and serve as a barrier. To prevent motorists from illegal use of the center lane, these poles could be installed at a 45-degree angle in the center lane to provide a physical barrier.

The Traffic Committee and Lt. Rossman thought this might be a viable idea to prevent the hazardous crashes happening in the center lanes and felt the intersection of Rochester and Wattles would be an ideal site for a test project. They requested the Traffic Engineer to consider designing optimal left turn storage at the intersection and explore how these would work with snow plows.

### 8. **Install STOP or YIELD Sign on Flower Hill at Seasons.**

Troy Police Officer J. Novak requested that the above intersection be examined for traffic controls. Officer Novak responded to a crash at the intersection and reported that because there are no traffic control devices the traffic flow at the intersection is uncontrolled.

Flower Hill is a short street that runs south off Long Lake Road and ends at Seasons, serving as a major entrance to the subdivision. Flower Hill also meets Seasons at an angle to form a skewed intersection. There are some plantings on the Flower Hill median, and our Parks and Recreation Department has been asked to trim the foliage. The skewed intersection and the plantings present a small sight obstruction to traffic approaching Seasons from Flower Hill. Since this is a "T" intersection, traffic on Seasons has the right-of-way at the intersection, as opposed to traffic on Flower Hill, which is the leg of the "T."

Flower Hill carries around 1,800 vehicles per day, while Seasons carries around 1,000 vehicles per day (in both directions). A crash analysis shows no other reported crashes in the past three years.

Motion by Schultz

There was no second to this motion.

To recommend installing STOP sign on Flower Hill at Seasons.

Motion by Hubbell

Seconded by Schultz



To recommend installing a YIELD sign on Flower Hill at Seasons.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**10. Visitors' Time**

No one appeared to address any items not on the agenda.

**11. Other Business**

Mr. Halsey asked the Traffic Engineer to investigate the traffic signal timing at Livernois and Maple. Eastbound Maple to northbound Livernois traffic is usually backed up as a result of there being insufficient green time to complete the left turn.

Mr. Schultz expressed his gratitude to everyone who helped get the left-turn lane and signal installed at Crooks and Kirts. The intersection is safer and traffic flows more smoothly.

Mr. Kilmer had concerns about the traffic and speeding on Hartshorn. This month's agenda included a speed study report that shows no major speeding on Hartshorn between 4:00 and 5:00 p.m. However, Mr. Kilmer feels there is more traffic between 5 and 9 p.m. He thinks STOP or YIELD signs on all the side streets entering Hartshorn might slow motorists down when they are coming around the corners. The committee and the traffic engineer didn't feel that STOP signs on the side streets would have the desired effect of slowing traffic on Hartshorn. Lt. Rossman will have the area monitored more closely and use the radar trailer to remind motorists of their speeds.

## **12. Adjourn**

Motion by Kilmer  
Seconded by Schultz

To cancel the August meeting because several members will be out of town at that time.  
The next meeting is scheduled for September 18, 2002.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Motion by Schultz  
Seconded by Hubbell

To adjourn the meeting at 8:36 p.m.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED